

The China Mail.

Established February, 1845.

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號九廿月七年七十八百八千一英

HONGKONG, FRIDAY, JULY 29, 1887.

Price, \$2 per Month.



NOTICES OF FIRMS.

NOTICE.

We have this day OPENED a BRANCH of our Firm at HANKOW. ARNOLD, KARBERG & Co.

Hongkong, July 4, 1887.

NOTICE.

The AGENCY at this Port of Messrs. CALDBECK MACGREGOR & Co., Shanghai, has this day been Transferred to Mr. ALEXANDER LEVY.

E. JONES HUGHES.

WITH Reference to the above Notice, I have this Day assumed CHARGE of the BUSINESS at the Port of Messrs. CALDBECK MACGREGOR & Co., WINE and SPIRIT MERCHANTS, Shanghai.

ALEXANDER LEVY.

Hongkong, June 30, 1887.

NOTIFICATIONS.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLES,

Secretary.

Hongkong, August 26, 1887.

1458

THE ORIENTAL BANK CORPORATION (IN LIQUIDATION).

NOTICE.

CREDITORS of THE ORIENTAL BANK CORPORATION, IN LIQUIDATION, are hereby informed that under an agreement between the Official Liquidator and The Assets Realization Co., Limited, the following DIVIDENDS will be paid in addition to the 16/3d. already paid to Creditors:

1/3d. on the 23rd February, 1888.
1/3d. " " 1889.
1/ " " 1890.

Making in all 19/3d. in the 2d.

LOW BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Bills presented on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER,
Acting Chief Manager.

Hongkong, July 13, 1887.

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NOTICE.

THE HONGKONG SAVINGS' BANK.

1. The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturday, 10 to 1.

2. Sum less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3. Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent per annum interest.

4. Interest at the rate of 3/4 per cent per annum will be allowed to depositions on their daily balances.

5. Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written at least twice a year, about the beginning of January and beginning of July.

6. Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7. Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

FOR THE HONGKONG SAVINGS' BANK.

JOHN WALTER,
Acting Chief Manager.

Hongkong, June 7, 1887.

764

NOTICES OF FIRMS.

NOTICE is hereby given that the BUSINESS of GENERAL STORE-KEEPERS and COMMISSION AGENTS previously carried on at Foochow, in the Empire of China, under the Firm of HOKE LEE HONG & Co. by TONG AH HOK and TAN KIM SHU in Co-partnership, was DISMISSED on the 6th day of January, 1887, and the Responsibility of the said TAN KIM SHU, any Debt or Liability incurred by the said Firm or Chop terminated on the 6th day of January, 1887.

HOKE LEE & Co.

Singapore, 17th May, 1887.

FOOCHOW.

WITH Reference to the above, I, TONG AH HOK, of Foochow, beg to notify the Public that the BUSINESS of the HOKE LEE HONG & Co. as GENERAL STORE-KEEPERS and COMMISSION AGENTS, is now being carried on at Foochow as heretofore by TAN KIM CHING, of Singapore, Merchant, and myself, under the style of HOKE LEE HONG & Co., and that I hold a Power of Attorney from the said TAN KIM CHING as his Agent individually and also a PARTNER in the said Firm, to transact all matters connected with the BUSINESS of the Firm at Foochow.

TONG AH HOK.

Hongkong, June 1, 1887.

1047

NOTICES OF FIRMS.

THE Undersigned are Sole Agents for

Hongkong and Manilla for the Sale of

THE MONTEBRETT LIME JUICE,

AND

THE MONTEBRETT LIME JUICE.

CORDIALS.

A. S. WATSON & Co., Ltd.

Hongkong, May 3, 1887.

564

NOTICE.

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THE MONTEBRETT LIME JUICE.

CORDIALS.

A. S. WATSON & Co., Ltd.

Hongkong, May 15, 1887.

1388

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Entertainment.

To-day's Advertisements.

CHARINIS'S GRAND CIRCUS AND MENAGERIE WILL EXHIBIT FOR A SHORT SEASON UNDER THE MAMMOTH' PAVILIONS.

B. O. W. R. I. N. G. T. O. N., commencing on or about SATURDAY NEXT,

July 29th, 1887.

RETURN OF THE WORLD-FAMED DARING DAUNTLESS, AND DEXTEROUS EQUESTRIANS, DASHING LADY RIDERS, AND LADY ATHLETES.

THE GYMNASTIC CELEBRITIES AND MID-AIR ARTISTS, WHO WILL APPEAR IN MANY AND ORIGINAL NOVELTIES.

CHARINIS'S CIRCUS.

Return of the great WILD BEAST SHOW, including this time—the mighty YESSO BEARS presented to Signor CHARINIS by His Imperial Majesty the EMPEROR OF JAPAN.

ONE OF THE BEARS IS THE LARGEST EVER HELD IN CAPTIVITY.

SIGNOR CHARINIS, The Greatest Living Horse Educator, with his THOROUGHbred HORSES and LIPUMPUTAN PONIES.

CHARINIS'S CELEBRATED BAND will give a GRAND FREE OUT-DOOR CONCERT for one hour previous to the commencement of each Performance, in front of the vast Pavilions.

Fall particulars and detailed Programmes will shortly be announced.

FRANK G. WILSON, Advance Agent.

Hongkong, July 27, 1887.

1412

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Wingang*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN CO., LTD., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 4th August will be subject to rent.

All Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, July 28, 1887.

1413

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Celebes*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN CO., LTD., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 1st August will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, July 25, 1887.

1412

GLEN LINE OF STEAM PACKETS.

FROM LONDON, PENANG AND SINGAPORE.

THE S.S. *Glenroy* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, the 27th instant.

Cargo remaining undelivered after the 3rd August will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, July 27, 1887.

1408

To-day's Advertisements.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Azores*, Capt. H. C. THOMSEN, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, the 29th instant.

Any Cargo impeding her discharge will be landed into the Godowns of the KOWLOON WHARF AND GODOWN CO. and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th Aug. will be subject to rent.

All broken, chipped, and damaged Goods to be left in the Godowns where they will be examined on the 1st Aug., at 11 a.m.

No Fire Insurance has been effected.

SIEMENS & CO., Agents.

Hongkong, July 28, 1887.

1423

GOVERNMENT BILLS.

TENDERS FOR SPECIE (Mexican Dollars) cut off in the Colony, weighing 7,177 in Exchange for STERLING BILLS, drawn at 10 days sight, on the Lord's Commissioners of HER MAJESTY'S Treasury, LONDON, will be RECEIVED by the CHIEF PAYMASTER, Army Pay Department, until 12th Inst., on TUESDAY, the 2nd August, 1887.

The Tenders to state the Total Amount required (in Pounds Sterling), and the Amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100.

The Tenders to be in duplicate, in Sealed Covers, addressed to The Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills."

The right to accept or reject any of the Tenders is reserved.

WM. HUGHES, Lieut.-Colonel, Chief Paymaster.

HER MAJESTY'S TREASURY OFFICE, Queen's Road, Hongkong, 29th July, 1887.

1422

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE AND PENANG.

The Co.'s Steamship *Celebes*.

Captain JOON, will be despatched as above TO-MORROW, the 30th instant, at 1 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, July 29, 1887.

1423

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND SOERAJABA, VIA SAIGON AND SINGAPORE.

The Co.'s Steamship *Borneo*.

Capt. WILKINS, will be despatched as above TO-MORROW, the 30th instant, at 3 p.m.

For Freight or Passage, apply to FRANK G. WILSON, Advance Agent.

Hongkong, July 27, 1887.

1412

NOTES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Wingang*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN CO., LTD., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 4th August will be subject to rent.

All Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, July 28, 1887.

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Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, July 25, 1887.

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM LONDON, PENANG AND SINGAPORE.

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Hongkong, July 27, 1887.

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No Fire Insurance has been effected.

SIEMENS & CO., Agents.

Hongkong, July 28, 1887.

1423

NOT RESPONSIBLE FOR DEBTS.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels during their stay in Hongkong Harbour:

ALICE D. DOOREN, American ship, Capt. J. W. Saunders—Russell & Co.

ALLIE-ROWE, Hawaiian brig, Captain J. Phillips—Wijster & Co.

ELIZABETH NICHOLSON, British barque, Captain G. Falconer—McNichols & Co.

HATTIE N. BANGS, American barquentine, Captain E. Bangs—Goldsborough & Co.

HYDRA, British ship, Captain W. B. Butler—Douglas Lapraik & Co.

SAINT ASAPH, British steamer, Capt. C. U. Bossack—Gibb, Livingston & Co.

SHARON, British ship, Captain W. B. Butler—Douglas Lapraik & Co.

SAINTE MARIE, British steamer, Capt. C. U. Bossack—Gibb, Livingston & Co.

SHARON, British ship, Captain W. B. Butler—Douglas Lapraik & Co.

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SHARON, British ship, Captain W. B.

We hear that the Sanitary Board have made a formal recommendation to the effect that their meetings should be held in public, and that this has been done with the object of getting a provision inserted in the new Public Health Bill to that effect. This is as it should be, and we can only hope that the Government will see their way to incorporate a clause providing for the publicity of the Board's proceedings. The Board are right in this, as communication even as a matter of self-defence. Certain officials may possibly prefer a policy of closed doors; but for residents who represent the public would, we fancy, care to share the responsibility of exercising the large powers to be given to the Board in secret conclave. As such a hole-and-corner system is directly antagonistic to the first principles of British administration, we commend the Board for recommending publicity. Minor details can always be arranged by Sub-Committees; but the principle of the utmost publicity for regular meetings is one which we are convinced the community will do their utmost to see carried out. If the Government agree to the recommendation of the Board, then one of the greatest objections to the Board's existence will be removed. We shall anxiously look for the new clause, as its insertion will save us and the community a great deal of trouble in opposing an unheard-of revival of the Star-Chamber spirit of administration.

The case in which Chan Sun, a Chinese cook, sued Mr. W. Kerfoot Hughes for the sum of \$60.28--being the balance of an account which the defendant said he objected to on principle--was called again to-day in the Summary Court, before Mr. A. J. Leach, acting Puisne Judge. It will be remembered that Chan Sun, having undertaken to supply provisions for the defendant's household at the Peak, presented a bill at the end of his two-months' term of office amounting in all to \$200, and expressed his determination not to give a cent more. Mr. Leach, when the case came before him last week, made several observations upon it, implying that the bill was a somewhat "steep" one, and seemed particularly struck with a coin which referred to services of a canteen which had been engaged to perform the arduous task of "carrying food" at a salary of five dollars a month. In reply to Mr. Leach's query, Chan Sun maintained in effect that the food-carrying business was a distinct and separate branch of industry which necessitated the employment of a specialist, and that to expect any of the other servants about the house to engage in it was out of the question. His Lordship, however, sent the accounts to be audited by the Court sheriff, and the result has been the refusal of the Court to recognize the new profession of "food-carrier," and the consequent reduction of the sum sued for to \$50.28. Mr. Kerfoot Hughes did not appear to defend the suit.

The Bangkok Times says:--We regret very much to hear that in consequence of a misunderstanding with regard to his pay and emoluments, Lieutenant Joseph Pricht has sent in his resignation to the War Office. It is a pity that the Siamese are losing such a good officer and one, on whom such frivolous questions too, which could surely have been satisfactorily arranged had a little more good-will been shown or either side.

Lieut. Pricht is one of the best cavalry officers in service and his consecutive record during the last three years entitled, so far as I should think he was valuable to the Siamese, especially at present.

He intends to leave here for Tientsin and we wish him every success and bon voyage, feeling confident that the Chinese will only be too glad to procure such an excellent addition to their army.

The recent collision of the *Britannia* and *Celtic* off Sumatra Hook has aroused some controversy as to the time required to stop a large ocean steamer. The *Solemn American* has collected some valuable data upon this point. Mr. Nash, for many years secretary of the Board of Trade, calculates that a vessel running nineteen knots an hour would cover two miles after its engines were stopped and reversed. Two other trusted New York pilots made the same calculation and reached the same result. The captain on board the *Aurora* believed that he could stop his vessel when going at full speed in a mile, and the commander of the *Alaska* believed it could be done in a mile and a half. No one acquainted with the subject placed the estimate under a mile. From such facts it is easy to estimate the danger from collision during fog. It has been wondered that collisions are so frequent, but it sometimes appears more a matter of wonder than they are so rare.

The Bangkok Times says:--Latest news from Luang Prabang state that the Haws had the town for five days and then retreated across the boundary, after having set fire to nearly every public building in the place and razed the Governor's palace to the ground. The serious circumstance connected with the whole affair (not counting of course the burning of the town) which has been principally due to the fact that the rebels captured a very large amount of treasure about a score of tons with them.

On the 15th inst. the first detachment of troops for Luang Prabang left Bangkok. The men were in full marching order and their equipment throughout seemed to be thoroughly good. A reserve of suitable horses to mount the cavalry and artillery accompanied them and they also took up the first reserve of infantry ammunition.

The present force consists of two hundred men only, but in consequence of the carrying out of several practical suggestions regarding increased efficiency in transport arrangements, the detachment will fare much better than their comrades who lately returned from Luang Prabang with the last expedition. Both officers and men were full of enthusiasm at the idea of once more taking the field, and we feel confident they will do their duty in such a manner as may gain for them the approval of their King and country.

M. Edisen, so prolific in invention, has been experimenting during the last winter on a method of signalling between vessels at sea. In his system long and short explosive sounds are made under water, and by proper combinations, similar to the ordinary telegraphic alphabet, words and sentences are built up. By this plan communication has been successfully established between ships three and four miles apart, and it is expected when the apparatus for making these sounds and receiving them is perfected, that a much greater distance can be covered.

A curious auto de-took place last month at the Palace of Justice in Meath, Berlin, which quite a number of booksellers and inventors attended--namely, the burning of the "History of the Franco-Pisan War," by Gildi, published in 1871 by O. Hartleben, Vienna, all the copies of which had recently been seized by the police on account of some incriminating passages contained therein, and now every bibliophile will need a copy of the work, with notes, for his collection.

The Indian Government finds itself greatly embarrassed in its finances through the increased expenditures necessitated by the Burmese expedition and the defences on the Afghan frontier; so it was a relief when the Regency of Gwalior offered the Government a loan of some three millions sterling. This money, which consisted mainly of silver rupees, formed part of a treasure amounting to nearly six million sterling buried in vaults underneath the Palace of Gwalior. The circumstances is worth mentioning, as indicating the extent to which the precious metals are hoarded in India and throughout Eastern Asia. Silver is hoarded by all classes of the population from the lowest to the highest, and, considering that there are 200,000,000 of people in India, the quantity of silver hoarded in that country must be something fabulous. The loan made by the ruler of Gwalior to the British Indian Government is probably the beginning of a movement which will put in circulation large quantities of silver in India and the East. It is quite probable that this new and unexpected inundation of silver on the Indian market will still further affect the price of that metal.

We have all sorts and moments in our lives, sad moments that are not immoral nor criminal or anything like that, but simply moments of unhappy accident or painful stupidity. Don't you recollect, for instance, the time your best girl wanted you to take her to the theatre and you wrote to her you were sick and confined to your bed and her younger brother told her next morning he had been out at a prize-fight with you? Don't you remember, and kick yourself when you think of it, the time you wanted to show her the pretty letter you had from your mother about her and gave her instead a darning needle from the jeweler for the handkerchief she gave you as a present the Christmas before? These are more or less than what you recollect--especially I know, but they would not look pretty in print; but they have all sorts and moments of unhappy accident or painful stupidity.

Don't you recollect, for instance, the time your best girl wanted you to take her to the theatre and you wrote to her you were sick and confined to your bed and her younger brother told her next morning he had been out at a prize-fight with you? Don't you remember, and kick yourself when you think of it, the time you wanted to show her the pretty letter you had from your mother about her and gave her instead a darning needle from the jeweler for the handkerchief she gave you as a present the Christmas before?

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Mails.

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NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND BLACK
SEA PORTS.
MARSEILLE AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

ON THURSDAY, the 4th of August, at Noon, the Company's Steamship *MELBOURNE*, Commandant de la Marine, with **MAILS**, **PASSENGERS**, **SPECIE**, and **GARGO**, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Mirasoles, and accepted in transit through Marcellus for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., taking Passengers and Freight for Japan, the 31st Proximo, at 3 p.m., taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transpor-

tation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havre—Frankfort, and Dernera, and to ports in Mexico, Central and South America, by the Company's and connecting Steamship Lines.

Through Passage Tickets granted to England, France, and Germany by all the Atlantic Lines of Steamers.

RETURN PASSENGERS.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m., the day previous to sailing. Parcels will be received at the office until 5 p.m., same day; all Parcel Packages may be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agents of the Company, No. 60, Queen's Road Central.

S. D. HARMAN,
Agent.

Hongkong, July 22, 1887. 1382

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE,
BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON THURSDAY, the 4th day of August, 1887, at 4 p.m., the Company's S.S. *PREUSSEN*, Captain C. Pohl, with **MAILS**, **PASSENGERS**, **SPECIE**, and **CARGO**, will leave this port as above, calling at GIBRALTAR.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., the 3rd August. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contracts and value of Packages are re-

quired. For further particulars, apply at the Company's Office.

G. de CHAMPERAUX,
Agent.

Hongkong, July 22, 1887. 1382

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Contracts and value of Packages are re-

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MELCHERS & Co.,
Agents.

Hongkong, July 9, 1887. 1201

Occidental & Oriental Steam-

Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA

THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING

RAILWAY LINES & STEAMERS.

THE British Steamship, *ABYSSINIA*,
1,363 Tons Register, ALEX. MAR-
SHALL, Commander, will be despatched for
VANCOUVER, B.C., via AMY, POO-
CHOW, KOBE and YOKOHAMA, on
TUESDAY, the 2nd August, at 3 p.m.,
To follow by, S.S. *PARTHIA*,
on the 23rd August.

These steamers, formerly in the CUNARD
Service, lately received New Engines and
Boilers, and are now in a speedier fit
of from 13 to 14 knots.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouer with San Fran-
cisco, by the regular Steamers of the
Pacific Coast Steamship Company.

The attention of through passengers is
drawn to the fact of the Canadian Pacific
Railway being the best-built and most
splendidly equipped line ever constructed
on the American Continent, and specially
adapted for Summer travelling.

Consular Invoices for Goods to United
States points should be made out in quad-
rangle, and addressed to Mr. D. E.
Browne, District Freight Agent, Vancouver,
B.C., and sent to us.

Freight will be received on board until
4 p.m., the 1st August.

All Parcels must be sent to our Office
should be marked to address in full; and
the same will be received by us until
5 p.m. the day previous to sailing.

For information as to Passage or Freight,
apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, July 28, 1887. 1419

NOTICE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamer *BELGIC* will be
despatched for San Francisco, via
Yokohama, on **THURSDAY**, the 4th
August, at 5 p.m.

Connection may be made at Yokohama
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

RETURN PASSENGERS.—Passengers, who
have paid full fare, re-embarking at San
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Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco
should be sent to the Company's Office,
addressed to the Collector of Customs, San
Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 60, Queen's Road Central.

O. D. HARMAN,
Agent.

Hongkong, July 12, 1887. 1318

Intimations:

NOW READY.

THE REVENUE OF CHINA.
A SERIES OF ARTICLES,
Reprinted from "The China Mail".

WITH AN APPENDIX.
THE PAMPHLET is now ready,
and may be had at
Orton, George, Picard,
Messrs. Ladd, Crawford & Co.'s,
Messrs. Kelly & Wilsie's,
and Mr. W. Brewster's.

Prices. 50 CENTS.

NOW ON SALE.

INDEX
TO THE
CHINA REVIEW.

VOLUMES I TO XII.
1. LIST OF CONTRIBUTORS.
2. ARTICLES.
3. REVIEWS OF BOOKS.
4. LIST OF AUTHORS REVIEWED.

PRICE. 50 CENTS.

To be had at the *China Mail* Office,
Messrs. Kelly & Walsh, Messrs. Lane,
Crawford & Co., Hongkong; and Messrs.
Kelly & Walsh, Shanghai.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

(4) Via Singapore, 10 cents.
(5) Between Hongkong, Canton, and Macao
2 cents.

Load Delivery.

1. All correspondence posted before 5 p.m. on any work day for addressees in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mails.

2. Invitations, &c., can generally be delivered within Victoria at the private houses of the addressees rather than at places of business. If a wish to effect delivery by the sender, otherwise all correspondence is invariably delivered at the nearest place of business.

3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., all of the same weight, to addresses in Hongkong, Bangkok, or the Ports of China, may deliver them to the Post Office unstamped, the postage being then charged to the sender's account. Each velocity must consist of at least ten.

4. Boxholders may also send Patterns to the same place in the same way. Envelopes containing Patterns may be wholly closed if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packages.

5. Freight will be received on board until 4 p.m., the day previous to sailing. Parcels will be received at the office until 5 p.m., same day; all Parcel Packages may be marked to address in full; value of same is required.

6. Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agents of the Company, No. 60, Queen's Road Central.

S. D. HARMAN,
Agent.

Hongkong, July 22, 1887. 1382

LOCAL POSTAGE.

General Local Rates for Hongkong,
Macao, China, Japan, Siam—direct (d),
Cochin-China, Tonquin, and the Philippines.

Letters per ½ oz., 5 cents (2).
Post Cards, each, 1 cent.
Books and Patterns, per 2 oz., 2 cents.
Newspapers and Price Current, each, 2 cents.

Registration, 5 cents.
Postage to U.S.A., 10 cents.
(6) Between Hongkong, Canton, and Macao
2 cents.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Green Island, near the Kowloon shore 1, and those in the body of the

Harbour 2, 3, 4, 5, 6, 7, 8, 9, 10, 11.

Shipping or midway between each shore are marked e, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's to the P. & O. Co.'s Office.

5. From P. & O. Co.'s Office to Peader's Wharf.

6. From Peader's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From East Point to North Point.

10. North Point to Kowloon Wharves.

11. Kowloon Wharves.

12. From Kowloon Wharves to the body of the Harbour.

13. From body of Harbour to the Kowloon shore.

14. From body of Harbour to Green Island.

15. From body of Harbour to the Gas Works.

16. From Gas Works to the body of the Harbour.

17. From body of Harbour to Jardine's Wharf.

18. From Jardine's Wharf to the Gas Works.

19. From Gas Works to the body of the Harbour.

20. From body of Harbour to Green Island.

21. From body of Harbour to the Gas Works.

22. From Gas Works to the body of the Harbour.

23. From body of Harbour to Green Island.

24. From body of Harbour to the Gas Works.

25. From Gas Works to the body of the Harbour.

26. From body of Harbour